

## Comment Form—Cabrillo Port LNG Deepwater Port draft EIS/EIR

Name (Please Print): ROBERT RAIL Source: Public Meeting - Oxnard PM  
 Organization/Agency: \_\_\_\_\_ Date: 11/30/2004  
 Street Address: 3450 THACHER ROAD  
P.O. BOX 513  
 City: OSHA, CA State: CA Zip Code: 93024-0513  
 Email address: \_\_\_\_\_

Please provide written comments in the space below and drop this form into the comment box.

## You may also submit comments

- Electronically through the Project Web site at <http://www.cabrilloport.ene.com>
- Electronically through the Docket Management System Web site (docket number 16877) at <http://dms.dot.gov>.
- Or by mail or email to following addresses:

Docket Management Facility  
 Room PL-401  
 400 Seventh Street SW  
 Washington, DC 20590-0001

California State Lands Commission  
 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825  
[ogginsc@slc.ca.gov](mailto:ogginsc@slc.ca.gov)  
 Attention: Cy Oggins

All comments must be received by 2 p.m. PST, December 20, 2004

Comments (Use other side or attach additional sheets if necessary): G090-1

Add Gas Co. gas quality specifications to Appendix  
in EIR/EIS.

eg. % Methane	Robert Rail	Specific pressures
other hydrocarbon		in psi
Any H <sub>2</sub> S SO <sub>2</sub> etc	H <sub>2</sub> O	EXISTING PIPELINE 34"
Ethane		TYPICAL DISTRIBUTION 2"
PROPANE		"AT THE BURNED"

No action will be taken until the environmental review process is completed.

G090-1

Section 4.6.2 presents a revised discussion of this topic.

Sholly, Brian

From: robert rail [robertrail2005@yahoo.com]  
 Sent: Monday, December 20, 2004 1:51 PM  
 To: ogginsc@slc.ca.gov  
 Cc: robertrail2005@yahoo.com  
 Subject: Cabrillo Port LNG Deepwater Port; Comments on Draft EIS/EIR  
 Attention: Cy Oggins

Source:  
 Letter to CSLC Commission

Date: 12/20/04

Comment Topics: (References per Draft EIS/EIR Sections)  
 Public Safety: Hazards and Risk Analysis  
 Public Safety: Social Impacts; Alternative Sites

## PUBLIC SAFETY

G467-1

Among among many other items, comments in the March "Scoping" hearing raised concerns about "Public Safety" and "Social and Economic Conditions". In the November draft EIS/EIR hearings in Oxnard, CA, commentators, again and again, raised these same Public Safety and Social Conditions issues and felt or implied that many of them, and/or their "mitigation measures" were not adequately addressed for an LNG project in and near Oxnard, CA with its present population, social make-up, and planned (highly probable) near-term growth.

I'll comment on two issues.

Table 4.2-1, Items 11 and 12. Vapor-cloud Dispersion.

G467-2

The draft EIS/EIR presents much plausible, detailed information in re: worst case scenarios; worst case credible scenarios; conservative assumptions; etc. These are, of course, judgements (not "facts") made by knowledgeable, skilled, experienced practitioners using current best-case methodology. Good! But there is no comment that they are not consistent with the Vapor-cloud analysis made for the city of Oxnard some years ago. The EIS/EIR should comment on the differences and explain the basis of the differences in simple straight-forward language (Not attacking, not fault-finding, nor a statement that "we know better now". Provide a short, but adequate, statement as to which assumptions, data, methodology, etc are the same for the two analyses and which are different, including in particular meteorological data, assumptions, etc. and their basis.

Alternative Siting, Section 3.3.3

G467-3

The general statements and lack of detail in re siting the LNG terminal on Calif. coast north of Point Conception is not adequate.

Question. Does Avila Site pose greater or lesser Public Safety and Social concerns than the Oxnard site, e.g. in terms of population, social activities, etc.?

G467-4

Thank you for your consideration. Please put me on your mailing list.,

Robert Rail  
 P. O. Box 513  
 Ojai, California 93024-0513  
 telephone 805-646-6073

Do you Yahoo!?  
 Jazz up your holiday email with celebrity designs. [Learn more.](#)

1/4/2005

G467-1

In accordance with NEPA and the CEQA regulations, the lead Federal and State agencies have responded specifically to all comments, both oral and written, that concern the Project's environmental issues received during public comment periods. All comments and responses are included in the Final EIS/EIR.

G467-2

Section 4.2.3, the Independent Risk Assessment (Appendix C1), and the U.S. Department of Energy's Sandia National Laboratories' review of the Independent Risk Assessment (Appendix C2) contain revised information on the 1977 Oxnard study.

G467-3

NEPA and the CEQA do not dictate an amount of information to be provided but rather prescribe a level of treatment, which may in turn require varying amounts of information to enable reviewers and decision-makers to evaluate and compare alternatives.

G467-4

Section 3.3.7.2 contains information on onshore sites that were ranked by the California Coastal Commission (CCC), including Rattlesnake Canyon and vicinity near Avila Beach in San Luis Obispo County. As stated in Section 3.3.7.3, "...onshore terminals, although potentially feasible, would neither avoid nor lessen any of the potentially significant effects on the environment identified for the proposed Project. Under the Deepwater Port Act, MARAD may only consider a DWP beyond 3 nautical miles (NM) (3.45 miles or 5.56 km) from shore." See Appendix E for additional information on the CCC LNG siting studies.

308789

USCG-2004-16877-696

I support the LNG project off Oxnard's coast. This is a safe project with many benefits for the people of Oxnard.

G468-1


Source: USCG Docket

Date: 12/19/04

I waited 2 ½ hours to speak in support but could not because opponents took all the time.

G468-2

Thank you for bringing this project to Oxnard.



Claudia Ramirez - 935 Saratoga OXNARD, CA  
93035

Docket No. USCG-2004-16877  
State Clearinghouse No.  
20044021107

G468-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

G468-2

The notices for the public meetings and the information provided at the public meetings indicated that commenters would speak in the order that their requests were received, after elected officials and representatives of government agencies were heard. We regret that you were unable to stay at the meeting to provide oral testimony; however, your submitted written comment carries the same weight as any oral comments provided at public hearings.



Comment Form—Cabrillo Port LNG Deepwater Port draft EIS/EIR

Name (Please Print): Maria Carmen Ramirez Source: Public Meeting - Oxnard PM  
 Organization/Agency: \_\_\_\_\_ Date: 11/30/2004  
 Street Address: 528 Holly Ave  
 City: Oxnard State: CA Zip Code: 93036  
 Email address: ramirezmc@earthlink.net

Please provide written comments in the space below and drop this form into the comment box.

You may also submit comments

- Electronically through the Project Web site at <http://www.cabrilloport.ene.com>
- Electronically through the Docket Management System Web site (docket number 16877) at <http://dms.dot.gov>.
- Or by mail or email to following addresses:

Docket Management Facility  
 Room PL-401  
 400 Seventh Street SW  
 Washington, DC 20590-0001

California State Lands Commission  
 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825  
 ogginsc@slc.ca.gov  
 Attention: Cy Oggins

All comments must be received by 2 p.m. PST, December 20, 2004

Comments (Use other side or attach additional sheets if necessary): \_\_\_\_\_

I am a resident of Oxnard and I also have worked in this city for more than 20 years. I am opposed to the Cabrillo Project being sited in our city, which is densely populated, majority working class and hispanic people. It is ~~is~~ experimental, subject to terrorism, earthquakes, simply accidents. Such a Project if truly needed should be sited in a much less populated area. Why does Oxnard always get targeted for dangerous, hazardous, unsightly and

G394-1

G394-2

G394-3

G394-4

No action will be taken until the environmental review process is completed.

G394-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Section 3.3.7 contains information on this topic. The deepwater port would be 12.01 nautical miles (14 miles) offshore and therefore would be remote from populated areas, as shown on Figure ES-1.

G394-2

Sections 4.19.1 and 4.19.4 contain information on potential Project impacts on minority and low-income communities and mitigation measures to address such impacts.

G394-3

Sections 2.1 and 4.2.7.3 contain information on design criteria and specifications, final design requirements, and regulations governing the construction of the FSRU and LNG carriers. Sections 4.2.2, 4.2.6.1, and 4.2.7.6 discuss the threat of a terrorist attack. Section 4.11 discusses the risk of earthquakes. Section 4.2 and Appendix C discuss the risk of accidents.

G394-4

The USCG, MARAD, and the CLSC received an application for a deepwater port off the shore of Ventura County. The USCG and MARAD are therefore required under NEPA to evaluate this alternative as the Applicant's preferred alternative. The agencies have evaluated this alternative in comparison with the other reasonable alternatives in compliance with NEPA and the CEQA.

The EIS/EIR initially evaluated 18 locations for the FSRU as potential locations for the deepwater port. It built on previous California Coastal Commission studies that evaluated nearly 100 locations. Section 3.3.7 contains information on other locations that were considered.

risky projects? Probably because this city is poor, Mexican, and does not always adequately defend itself as well.

This project is subject to the accusation of environmental racism. Please ~~deny~~ <sup>deny</sup> this application. Thank you!

G394-5

PS Please extend the comment period.

G394-6

G394-5

See response to Comment 394-2.

G394-6

All deepwater port applications fall under the authority of the Deepwater Port Act, which requires that a decision on the application be made within 330 days of the publication of the Notice of Application in the Federal Register. The Notice of Application for the Cabrillo Port Project was published in the Federal Register on January 27, 2004. Although the comment period (53 days) could not be extended at that time, a March 2006 Revised Draft EIR was recirculated under the CEQA for an additional public review period of 60 days. Section 1.4.1 contains additional information on this topic.

Section 1.5 contains information on opportunities for public comment. After the MARAD final license hearing, the public will have 45 days to comment on the Final EIS/EIR and the license application. The Federal and State agencies will have an additional 45 days to provide comments to the MARAD Administrator. The Administrator must issue the Record of Decision within 90 days after the final license hearing. The CSLC will hold a hearing to certify the EIR and make the decision whether to grant a lease. The California Coastal Commission will also hold a hearing. Comments received will be evaluated before any final decision is made regarding the proposed Project.

Origin: E&E Website  
Date: 12/19/2004  
First Name: Victor  
Last Name: Ramirez  
Address: 760 Hiperion Ave.  
City: Los Angeles  
State: CA  
Zip Code: 90029  
Topic: Air Quality

## Comments:

Hello, I would like to give my thoughts on the natural gas project. Natural gas is a clean burning alternative source of power. I believe BHP Billiton's Cabrillo Port is an excellent way to bring in natural gas to our state which will improve air quality. It also gives me a peace of mind to know that BHP Billiton is also concerned about this pollution problem and I'm happy to know their LNG carrier is powered by natural gas. I'm happy to see that they are taking this simple, yet, logical measure to protect our environment.

G210-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

308552

Paul Rebeles  
13156 Scabard Place  
San Diego, California 92128

DECLASSIFICATION  
SCHEDULE

NOV 17 2 10 10

G510-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

To Whom It May Concern:

USCG-2004-16877-659

My grandmother is 92 and refuses to turn on her heat to warm her freezing cold house. This is not a triumph for our nation it is a pity. She won't turn on the heat because it cost too much and she will only take a short shower to conserve the hot water because the gas heats the water and the combination of hot water is way to expensive for her fixed income. What type of quality of life do Californians have when the greatest generation can't afford basic gas and electric?

I am supporting the Cabrillo Port project because we need it to be up and online ASAP. Before environmentalist challenge the project they should stay the night at my grandmothers house - bring your thermal underwear! We need natural gas and all other sources of energy to make these basic services affordable for me and my grandmother.

Sincerely,



Paul Rebeles

Date: 12/17/04



HOLLISTER RANCH OWNERS' ASSOCIATION, Box 1000 — Bulito Canyon, Gaviota, California 93117 (805) 567-5020

December 17, 2004

California State Lands Commission  
Attention: Mr. Cy Oggins  
100 Howe Avenue, Suite 100 South  
Sacramento, CA 95825-8202

**RE: Comments on the Draft EIS/EIR for the Cabrillo Port Natural Gas Deepwater Port.**

Ladies and Gentlemen:

The Hollister Ranch Owners Association appreciates the opportunity to comment on the Draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR) for the Cabrillo Port Liquefied Natural Gas Deepwater Port, dated October 2004. The Association represents the owners of 136 parcels in the 14,500 acres of land in Santa Barbara County along the Gaviota Coast known as the Hollister Ranch and operated as a unified cattle operation. The Hollister Ranch is immediately adjacent on the east to the Point Conception parcel of land mentioned, though not recommended, in the EIS/EIR as a potential onshore alternative site.

The Hollister Ranch strongly supports the preservation and protection of the Gaviota Coast, including its natural environment, rich and varied biological and botanical resources, rural character and agricultural heritage. The stewardship of these values is fundamental to the Association and its members. For more than a century, the Hollister Ranch owners and its neighbors have demonstrated an outstanding record of care of the land and preservation of its resources.

The Hollister Ranch lies at the center of the Gaviota Coast area and its 900 owners have collectively invested tens of millions of dollars to live in this unspoiled coastal environment and have spent a significant portion of these funds to protect the natural resources.

The Association appreciates the opportunity to communicate directly to you our support for the conclusion in the EIS/EIR that the Point Conception site is not a viable alternative for this project (EIS/EIR section 3.3.6.3 - Alternative California Onshore Locations). Ample support for this conclusion can be summarized by the following information contained within the EIS/EIR and appendices as well as other sources:

G469-1

G469-1

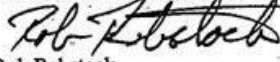
Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.



1. The May 24, 1978, Final Report Evaluating and Ranking LNG Terminal Sites produced by The California Coastal Commission states that "an LNG terminal at Little Cojo (another name for the Pt. Conception site) would have the most significant adverse impacts of the (then evaluated) four sites on natural resources and the comparatively unspoiled character of a unique and remote coastal area especially valued by surfers and fishermen.
2. This report also recognizes that "valuable archaeological resources are found in the Little Cojo area which also has religious significance to Native Americans." The report goes on to say that these resources would be difficult to avoid during construction.
3. The owners of the land, the Archer Trust, are not willing to sell the land for industrial development and are considering putting a conservation easement on the property.
4. Since the previous siting studies that recognized the sparse population density as an advantage of the site, population has more than tripled.
5. Routine related offshore LNG tanker and tugboat maneuvering and other activity would result in continuous disturbance to sea birds and marine mammals including the California gray whale.

Again, we support the conclusion of the EIR / EIS that Point Conception is not a viable alternative. Thank you for your consideration of these comments.

Sincerely,  
Hollister Ranch Owners Association, by:

  
Rob Rebstock,  
President

G469-1  
cont

Origin: E&E Website

Date: 12/20/2004

First Name: Frank

Last Name: Reed

Topic: Aesthetics

Comments: First let me thank you for preparing this website that makes commenting on this project quick and easy. While there are many reasons I like this project, perhaps the most important is quite vane - I won't see it. It won't interfere with my views. I don't have to even know it is there, other than to appreciate it when I turn on the heat in my home. Thank you for making sure Cabrillo Port was far enough away to be past the horizon. I say, go for it!

G258-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website  
Date: 12/20/2004  
First Name: Eric  
Last Name: Reiman  
Address: 3572 Clayton Road  
City: Concord,  
State: CA  
Zip Code: 94520  
Topic: Aesthetics, Other/General Comment  
Comments: I love to sail my boat on weekends. I was worried intially that Cabrillo Port would inhibit choices of sailing or minimize the very reason I like to sail, to get away from it all. I was happy to see that it will be located so far offshore. I don't want to know it's there, but I sure would love cheaper utility bills. The less I have to work, the more I get to do what I love. Thank you BHPB for creating an option to natural gas production that we can live with.

G246-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website  
Date: 12/17/2004  
First Name: Nate  
Last Name: Reynolds  
Address: 820 Irvine Avenue T -201  
City: Newport Beach  
State: CA  
Zip Code: 92663  
Topic: Alternatives

Comments: Although the proposed Cabrillo Port is located far enough at sea that its visual impacts on the coast are minimal, I am pleased to see that they're going the extra step to reduce these impacts even further with the colors they plan to paint it and so on. It's hard to see what more can be done to minimize the project's visual impacts, because so much is being done already!"

In light of California's recent rolling blackouts, it seems like a great project to me! Natural gas is a clean burning fuel and I would like to eventually see it used WITH alternatives. The cost of living is already high in California and increasing our energy supplies is a good thing.

Thanks for registering my support for this project

G134-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.



Origin: E&E Website  
Date: 12/20/2004  
First Name: Dawn  
Last Name: Richardson  
Address: 5670 Willows Rd.  
City: Alpine  
State: CA  
Zip Code: 91901  
Topic: Socioeconomics

Comments: I am a single mom raising a teen-age boy on a limited income. The last thing I need is for my electricity bill to go up because California can't get its act together and allow infrastructure to be developed to provide a stable source of natural gas for our power plants. What people don't seem to realize is that when environmentalists block projects like these, they are hurting California's working families.

G363-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Sholly, Brian

Source:  
USCG Docket

Date: 12/20/04

From: Flynn, Louise [LFlynn@comdt.uscg.mil]  
 Sent: Tuesday, December 21, 2004 7:47 AM  
 To: Sholly, Brian  
 Subject: FW: Comments RE: BHP DWP Draft EIS/EIR

From: Kusano, Ken LT  
 Sent: Monday, December 20, 2004 4:13 PM  
 To: 'Cy Ogilins'; Prescott, Mark; Flynn, Louise; Cheryl Karpowicz (ckarpowicz@ene.com); 'dwp@comdt.uscg.mil'; Michael Ferris; 'Mardula, Francis'; 'bsholly@ene.com'; Lang, Joan

Subject: FW: Comments RE: BHP DWP Draft EIS/EIR

V/r, KK  
 LT Ken Kusano  
 U.S. Coast Guard Headquarters  
 Deepwater Port Standards Division (G-MSO-5)  
 202-267-1184

From: Tim Riley [mailto:Tim.Riley@gte.net]  
 Sent: Monday, December 20, 2004 4:05 PM  
 To: Kusano, Ken LT  
 Subject: Comments RE: BHP DWP Draft EIS/EIR

Comments Regarding the Draft EIS/EIR for the Cabrillo Port LNG Deepwater Port Application

Docket #: USCG 2004-16877  
 State Clearing House #: 2004021107

Submitted By:  
 Tim Riley and Hayden Riley  
 Co-Hosts of <http://TimRileyLaw.com>  
 Co-Hosts of <http://LNGDanger.com>  
 Co-Producers of the LNG Documentary film: *The Risks and Danger of LNG*  
 Phone: 805-984-2350

**The Draft EIS/EIR fails to adequately investigate, analyze and determine** that the construction and operation of the subject Deepwater Port is in the national interest and consistent with national security and other national policy goals and objectives including energy sufficiency and environmental quality.

We respectfully direct the readers' attention more specifically as follows:

1. The Draft EIS/EIR has merely accepted the Department of Energy (DOE) projections for supply and demand of natural gas in the United States without performing its own independent

12/29/2004

2004/G470

## G470-1

Section 1.1 contains information on the purpose and scope of the EIS/EIR. Section 1.1.1 contains information on the Deepwater Port Act, including the determinations that MARAD must make in approving, approving with conditions, or denying the license.

## G470-2

The lead agencies are obligated to use energy forecasting information from the Federal Energy Information Administration (EIA) and the California Energy Commission (CEC).

Section 1.2.2 contains updated information on natural gas needs in the U.S. Forecast information has been obtained from the U.S. Department of Energy's Energy Information Agency. As discussed in Section 1.2.2, the Federal EIA provides policy-independent data, forecasts, and analyses to promote sound policy-making, efficient markets, and public understanding regarding energy and its interaction with the economy and the environment. Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan. Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

Section 1.2.3 contains updated information on natural gas needs in California. Forecast information has been obtained from the California Energy Commission. As discussed in Section 1.2.3, the CEC's 2005 Integrated Energy Policy Report Committee Final Report provides the energy context for California's natural gas needs as identified in this EIS/EIR. The California Legislature recognizes that the CEC is the State's principal energy policy and planning organization and that the CEC is responsible for determining the energy needs of California. These responsibilities are established in State law (the Warren-Alquist State Energy Resources Conservation and Development Act [Public Resources Code, Division 15]). The analysis in Sections 1.2.3 and 3.3.2 relies on up-to-date published material on natural gas energy demand in California. See additional discussion of the CEC Final Report in Section 4.10.1.3.

## G470-1

## G470-2

investigation or determination as to the accuracy of such DOE projections. The Draft has also failed to consider or analyze **other** sources for such projections. Without a thorough and accurate determination that there is an actual need for the subject Deepwater Port, the Draft EIS/EIR is merely conclusory and lacking in detailed basis. The EIS/EIR must make its own independent investigation to analyze natural gas supply and demand projections to determine if there is an actual need for the subject Deepwater Port.

## G470-3

2. The Draft EIS/EIR woefully fails to explore reasonable alternatives to the Deepwater Port. It merely addresses **alternative locations** for the particular Deepwater Port. There is no adequate investigation or analysis of **alternative sources** for safer renewable and sustainable energy sources and solutions. An EIS is required to "provide a basis of consideration and inform decision-makers and the public of the reasonable alternatives."

## G470-4

3. The Draft EIS/EIR evidences an emerging transparent objective - namely to provide a public relations document to spin and minimize the scope of LNG carrier hazards - when it should be an objective credible scientific study and analysis for the public's safety.

At Section 4.2 PUBLIC SAFETY: HAZARDS AND RISK ANALYSIS, page 27, under sub-heading Risk Evaluation - LNG Carriers, the EIS/EIR attempts to minimize the scope of LNG carrier hazards by attempting to allay concerns about LNG being released from collisions with an LNG carrier, and states:

"In 2002, the LNG ship Norman Lady collided with a U.S. Navy submarine, the U.S.S. Oklahoma City, east of the Strait of Gibraltar. (No LNG was released in this event.) This provides a general understanding that while collisions with LNG carriers are possible, they have been relatively rare and have not resulted in the release of LNG."

The fact is the LNG cargo had already been unloaded before the event.

According to the CNN report on November 15, 2002, "The company said the vessel, which had just unloaded a cargo of explosive natural gas in Barcelona, Spain, struck a submerged object."

The drafters of the EIS/EIR should have known the LNG cargo had already been unloaded at the time of the incident, yet they emphasized, "(No LNG was released in this event.)"

Well, of course no LNG was released - it had already been unloaded!

CNN reported the submarine "collision" was only a "rising to periscope depth" contact. "In describing the known damage to the sub, officials in Washington said the radar mast on the sail section would not raise, one of the periscopes would not lower and some doors to the sail were jammed." According to the Portland Press Herald, "Damage to both vessels was minor."

Was the Draft's mischaracterization of the incident - intentional or incompetence?

In either case, the Draft EIS/EIR report of the incident is flawed, misleading, and inaccurate. Thus, the report's "Risk Evaluation" is equally flawed, misleading, inaccurate, and must be reevaluated.

## G470-5

4. The Draft EIS/EIR has further failed to make adequate PUBLIC SAFETY: HAZARDS AND RISK ANALYSIS for large LNG spills on water, because the Draft has not considered or analyzed data from an **actual** large offshore LNG spill.

The Draft's safety hazards and risk analysis is flawed and inadequate because it is based solely upon conflicting and disputed computer models.

## G470-3

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

## G470-4

Section 4.2 and Appendix C contain additional and revised information on public safety.

## G470-5

To date, there has never been a large spill of LNG to water. Conducting a large LNG spill to validate the models would result in adverse environmental consequences. However, models are commonly validated using experimental data. Section 2.3.4.2 of Appendix C1 contains information on tests executed by the U.S. Department of Energy and the calibration/verification of the Fire Dynamics Simulator model used in the Independent Risk Assessment. Appendix C1 provides additional information on this topic, and Appendix C2, prepared by the U.S. Department of Energy's Sandia National Laboratories, contains information on the review and assessment of the models used.

The Independent Risk Assessment (IRA) has been updated since issuance of the October 2004 Draft EIS/EIR. The lead agencies directed preparation of the current IRA, and the U.S. Department of Energy's Sandia National Laboratories independently reviewed it, as discussed in Section 4.2 and Appendix C.

Section 4.2.7.6 and the IRA (Appendix C1) discuss the models and assumptions used and the verification process. Sandia National Laboratories (Appendix C2) concluded that the models used were appropriate and produced valid results.



Currently, there are approximately three dozen LNG importation facility proposals pending in the United States, yet no United States governmental agency has ever conducted an actual large offshore LNG spill test.

To determine the **actual risks** and **actual safety hazards** resulting from an offshore LNG spill, the U.S. Coast Guard should consider and analyze data from an **actual large offshore LNG spill test**. The public's safety deserves and requires such a test to better safeguard their health and welfare.

Americans deserve more than the current Draft's pathetic reliance upon conflicting and disputed computer models.

It is shortsighted and irresponsible to move forward with this particular LNG DWP application or any other LNG importation facility proposal pending in the United States, without first performing such a basic and necessary test to protect the public safety and our national security.

Accordingly, the BHP LNG DWP application, and all other pending LNG importation facility proposals in the United States, should be suspended until an actual large offshore LNG spill test has been fully conducted, analyzed and reviewed by governmental agencies, scientists and environmentalists.

The large offshore LNG spill test should be overseen by the Department of Homeland Security and conducted in such a manner and place that will least impact the environment and marine life. It should be conducted only after a reasonable public comment period, after which, a joint committee taskforce comprised of federal, state and local officials, scientists, and environmentalists evaluate and determine the most appropriate testing site and conditions.

Respectfully submitted by Tim Riley and Hayden Riley

#### G470-6

#### G470-6

All deepwater port applications fall under the authority of the Deepwater Port Act, which requires that a decision on the application be made within 330 days of the publication of the Notice of Application in the Federal Register. The Notice of Application for the Cabrillo Port Project was published in the Federal Register on January 27, 2004. Although the comment period (53 days) could not be extended at that time, a March 2006 Revised Draft EIR was recirculated under the CEQA for an additional public review period of 60 days. Section 1.4.1 contains additional information on this topic.

Section 1.5 contains information on opportunities for public comment. After the MARAD final license hearing, the public will have 45 days to comment on the Final EIS/EIR and the license application. The Federal and State agencies will have an additional 45 days to provide comments to the MARAD Administrator. The Administrator must issue the Record of Decision within 90 days after the final license hearing. The CSLC will hold a hearing to certify the EIR and make the decision whether to grant a lease. The California Coastal Commission will also hold a hearing. Comments received will be evaluated before any final decision is made regarding the proposed Project.

#### G470-7

#### G470-7

See response to Comment G470-5.

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.



Origin: E&E Website  
Date: 12/19/2004  
First Name: Frank  
Last Name: Ritterbush  
Address: 6619 King Ave.  
City: Los Angeles  
State: CA  
Zip Code: 90201  
Topic: Aesthetics

Comments: I think that the coast of California is a beautiful place and the last think I would want would be a hideous, huge, loud machine operating in the water. This was obviously also a concern of Billiton because they decided to place the port 16 miles offshore where it can neither be seen or heard. The location , being so far away, also answers the question of whether or not there is a potential hazard to the residents. This company has done a great job in identifying and solving these important issues and all for the completion of this project.

G213-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website  
Date: 12/19/2004  
First Name: Katheryn  
Last Name: Ritterbush  
Address: 6619 King Ave.  
City: Los Angeles  
State: CA  
Zip Code: 90201  
Topic: Public Safety: Hazards and Risk Analysis

Comments: I know that public safety is a big concern. I feel that the carrier, all of the piping, and the re-gasifying process in the cabrillo port operation are all as safe as possible and there is no reason for concern. If something should happen the port is located far enough away that it will not effect any of the residents or shoreline. I have read about BHP Billiton's safety record and they do a great job on this subject and I do not see any need for safety concern. This project is very necessary and I feel that every precaution has been made to prevent any dangerous situation.

G316-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website  
Date: 12/19/2004  
First Name: Millie  
Last Name: Rogers  
Topic: Aesthetics

Comments: I've lived in CA most of my life. The thing I enjoy the most is a walk on the beach. I don't want to see some awful structure just offshore when on my walks. I want to enjoy the uninterrupted beauty of my walks. As well, when I go home I want to enjoy the comforts of my home. I want my milk to be cold, my meals hot, and light to read by. Therefore I see Cabrillo Port as being a great solution to all my needs. Located 14 miles offshore no one will be able to see it while enjoying our beaches. BHP had even gone the extra mile and agreed to paint the structure to be the least intrusive as possible. Natural gas is an energy resource that's easy on the environment, especially in regard to the air pollution. I'm encouraged by this project and will be excited to see it's creation.

G189-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website  
 Date: 12/20/2004  
 First Name: Gloria  
 Last Name: Roman  
 Address: 250 E. Pleasant Valley Rd. #47  
 City: Oxnard  
 State: CA  
 Zip Code: 93033  
 Phone No.: 805-488-0422  
 Email Address: eroman7@webtv.net  
 Topic: Environmental Justice  
 Comments:

Environmental Justice For All!  
 By Michael K. Dorsey,

G381-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Section 4.19 addresses environmental justice issues.

"Racial discrimination in environmental policymaking and the enforcement of regulations and laws, the deliberate targeting of people of color communities for toxic and hazardous waste facilities, the official sanctioning of the life-threatening presence of poisons and pollutants in [those] communities, and the history of excluding people of color from the leadership of the environmental movement."

Beyond a doubt, environmental racism manifests itself in numerous ways globally. Ethnic and racial minorities have borne the brunt (1). Indigenous people in Australia, the upper Amazon basins of Ecuadorian, Colombia and Peru have suffered tremendously from the horrendous practices of the petroleum industry. In another example of environmental injustice, the benefits of biodiversity conservation in protected areas tend to be lowest at the local level and highest at the national and global level; while the costs are the highest at the local level and the lowest at the national and international levels (2). Similarly, in the context of determining national contributions to global climate change, methane emissions of draft animals and naturally decaying areas are unjustly given parity with carbon dioxide emissions from luxury automobiles and inefficient power plants (3).

G381-1

Often the proposed remedy to these and other incidents of environmental racism and discrimination is not justice but "equity." UN Convention after UN Convention propose "equitable benefit sharing," "equitable access," or other forms "equitable solutions", in an effort to instantaneously make level playing fields for all actors at the table. Yet, in the face of systematic and historical injustice (e.g., oil companies have been operating in the Ecuadorian rainforest for three-quarters of a century) "equity" after the fact cannot be enough.



To establish equitable anything (i.e., trade, technology transfer, or a climate development mechanism) by fiat (or Treaty—processual fiat), is an ahistorical, dangerous move, that leaves past injustices effectively unresolved. Indeed such a procedure institutionalizes injustice, by not addressing, or worse, disregarding, past harms or environmental degradation.

Realizing the inequitable distribution of environmental degradation and mitigation efforts compels us to propose just solutions to environmental problems in lieu of equitable ones. Such a proposal has serious implications for institutions that work on global environmental problems. Equitable benefit-sharing schemes—within the Convention on Biological Diversity and the Framework Convention on Climate Change—become questionable and perpetuate injustice when we recognize historical patterns of injustice.

If local communities benefit the least and incur the greatest costs from biodiversity conservation, "fair and equitable" sharing of "the benefits arising from the commercial and other utilization of genetic resources" ex post facto may only serve to maintain inequalities. This is the essential theoretical argument that emerges out of the environmental justice movement. The extension of the argument means that if the international community seeks to resolve any form of injustice anywhere it must always include some form of compensation or retribution for past damage done--in addition to establishing a framework for more equitable conduct in the future.

Disproportionate resources will have to be committed, directed and released for those harmed the most—those on the margins, whether they be racial or ethnic minorities, the poor, or even states or cities.

all Information should be in Spanish

**G381-1  
cont.**

**G381-2**

G381-2

As discussed in Section 1.5, notification of the Project was published in a bilingual Spanish and English newspaper distributed in Ventura County. Spanish translation was available at all public meetings concerning the proposed Project, and fact sheets and other information about the proposed Project were provided in both English and Spanish. The notification, the October 2004 Draft EIS/EIR, and the March 2006 Revised Draft EIR were translated into Spanish and made available to anyone who requested them. The Project public-access website (<http://www.cabrilloport.ene.com>) contains Spanish versions of EIS/EIR documents, as well as related information regarding the proposed Project, LNG, the Deepwater Port Act, and the open houses and public meetings. Comments received in Spanish have been translated and responded to.

Origin: E&E Website  
 Date: 12/20/2004  
 First Name: Fred  
 Last Name: Rosenmund  
 Title: Attorney/Rancher  
 Address: 2816 Rice Road  
 City: Oxnard  
 State: CA  
 Zip Code: 93033  
 Email: fredrosenmund@dock.net  
 Address:  
 Topic: Public Safety: Hazards and Risk Analysis  
 Comments:

**G368**

I am a life long resident of Ventura County [50 years]. I strongly oppose this project of the hazards created not so much by the offshore plant but the on shore pipeline transmission system. This poses a very substantial risk to an area with a high density population. The construction of such a transmission pipe system through such a highly populated area would be unprecedented in the petroleum industry. **G368-1**

The proponent of this project has picked this area, I think, because it can use part of the existing transmission system and through financial contributions, has obtained the support of some very naive and unsophisticated local supporters.

While a LNG plant may benefit the California economy, the risk of that benefit should not be imposed on a highly populated area such as ours. The cost of bringing this benefit, and the elimination of the risk to a populated area, should be borne by all by placing this proposed plant at a location where the transmission pipeline system does not travel through a highly populated area. While this may add some cost to the project, it is only appropriate to spread that cost by whatever impact it has on gas pricing to everyone in California who will benefit from this plant while not imposing all of the risk on only one segment of the Southern California population. One disruption of the transmission line in our area could bring catastrophic deaths and injuries. That risk can be removed by installing the transmission system through a more rural area which is quite available north of the City of Santa Barbara. **G368-2**

Thank you for your consideration of my comments.

Fred Rosenmund

**G368-1**

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project. Similar natural gas transmission pipelines currently exist in Oxnard and Ventura County, along with many other communities in Southern California. Section 4.2.8 contains information on safety requirements for pipelines. Section 4.13.1 discusses the proximity of the proposed pipeline routes to residences and schools.

**G368-2**

Use of an area north of Santa Barbara for the onshore natural gas transmission line would necessarily require a different location for the FSRU. Section 3.3.7.4 contains information on why offshore locations in the Santa Barbara County area were not retained for evaluation.

309407

2004/G530

December 8, 2004

Mr. Cy Oggins  
California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825

USCG-2004-16877-735

Dear Sir :

My name is Aviva Rosenthal and I am a local homeowner, mother and a former federal government official before moving here to Southern California. I have lived here now for almost 5 years and our state's sources of energy is a subject that I am very interested and concerned about.

While I have not been able to fully evaluate this EIR, I do believe in the federal, state and local evaluation process and that any potential flaws in this plan can be found and fixed.

I think the need for LNG and research into other alternative sources of energy is important. I think we should continue to explore and evaluate ways to safely provide this product in California.

G530-1

But I also hope and encourage you to continue to educate the communities that will be most affected about potential hazards and benefits of this project and continue to do your due diligence on this subject.

G530-2

Thank you.

Aviva Rosenthal

RE: Docket Number 16877

G530-1

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

G530-2

Section 1.1 discusses regulations and agencies involved in the licensing and potential approval of the proposed Project. The USCG and MARAD will hold a final public hearing on the license with a 45-day comment period before the Federal Record of Decision is issued. The CSLC also will hold a hearing to certify the EIR and make the decision whether to grant a lease.

Section 1.5 contains additional information regarding public notification and opportunities for public comment.

Origin: E&E Website  
Date: 12/20/2004  
First Name: Suzanne  
Last Name: Rosser  
Address: 3012 Rana Court  
City: Carlsbad  
State: CA  
Zip Code: 92009  
Topic: Energy and Minerals  
Comments: We are way too dependent on other countries for energy. Anything we can do to keep our country self sufficient should be a high priority!

G286-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.



Origin: E&E Website  
Date: 12/20/2004  
First Name: Terry  
Last Name: Rosson  
Address: 1261 W. 18th St.  
City: Merced  
State: CA  
Zip Code: 95340  
Topic: Alternatives

Comments: I support the use of renewable energy/alternative energy sources, such as solar and wind power. However, we all know that such energies cannot support the entire energy grid. We must diversify our resources. Natural gas is the next best thing to renewable energy. It's clean-burning and therefore better for air-quality. I was impressed to see that BHPB will be using tankers powered by natural gas, further protecting air-quality. Cabrillo Port seems to me the best, most efficient way to provide natural gas to our state. It is much needed at this time as we further look into the potential of alternative energy sources. Thank you for accepting comments on this project.

G270-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.



Monday, December 20, 2004

Docket Management Facility  
U.S. Department of Transportation  
Room PL-401, 400 Seventh Street SW  
Washington, DC 20590-0001

Source:  
USCG Docket

Date: 12/20/04

RE: Federal Docket Number USCG-2004-16877  
State Clearinghouse Number 2004021107

To whom it may concern:

Cal-Case is a coalition of business and consumer organizations that support clean energy resource development to promote a healthy California economy. Cal CASE believes that California should expand and diversify its current energy sources to meet the state's growing need demand. While we support conservation measures and the development of alternative energy sources, California still needs additional supplies of clean burning natural gas. We believe the cleanest, safest and most economical way to increase this supply is through the importation of natural gas. Today, more than 40 percent of our state's electricity generating capacity is fueled by natural gas, and nearly 70 percent of Californian's are dependent on natural gas for heating.

But California produces only 16% of the total amount of natural gas we consume. In addition, while domestic exploration continues to be robust, U.S. domestic production continues to decline. With our ever-increasing consumption and demand, we believe that California should increase its supply of natural gas by importing it directly in the form of liquefied natural gas (LNG). To accomplish this, the permitting and development of natural gas receiving facilities on the West Coast and California is critical.

Consider the following:

- Californians consume 6,584 million cubic feet of natural gas per day.
- 42% of California's electricity generation is fueled by natural gas. California power plants rely heavily on natural gas to generate the electricity that powers the state.
- By increasing the supply of natural gas in California through the importation of natural gas, natural gas prices could be reduced by 20-25% from current levels, which would significantly reduce Californian's monthly utility bills.
- Shipping and handling of liquefied natural gas in California would be regulated by very strict Federal safety standards based on more than 45 years of successful U.S. and worldwide experience.
- Increased natural gas supplies can help customers manage energy prices, thus making California a more attractive and competitive place for job-creating businesses.

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.



We urge you to support the development of liquefied natural gas facilities on the West Coast and California to meet our energy needs and promote a healthy California economy. Our coalition supporters include:

*California Manufacturing and Technology Association*  
*California Chamber of Commerce*  
*California Business Roundtable*  
*Western States Petroleum Association*  
*California Small Business Association*  
*California League of Food Processors*  
*California Retailers Association*  
*California League of Food Processors*  
*Agricultural Council of California*  
*California Grape and Tree Fruit League*  
*Consumers First*  
*The Seniors Coalition*  
*California Municipal Utilities Association*

*California Cogeneration Council*  
*Silicon Valley Manufacturing Group*  
*American Electronics Association*  
*Bay Area Council*  
*California State Association of Counties*  
*California Building Industry Association*  
*California Restaurant Association*  
*Chemical Industry Council of California*  
*California Farm Bureau*  
*Associated General Contractors of California*  
*Ventura County Economic Development Corporation*  
*California Alliance for Consumer Protection*

Sincerely,

Dorothy Rothrock  
 Chair  
 Californians for Clean Affordable Safe Energy

Origin: E&E Website  
Date: 12/20/2004  
First Name: Thomas  
Last Name: Ryan  
Address: 11877 Cypress Valley Road  
City: San Diego  
State: CA  
Zip Code: 92131  
Email: bossblog@aol.com  
Address:  
Topic: Other/General Comment  
Comments: The Cabrillo Port LNG Deepwater Port is vital to the future of California's energy situation. We need this type of facility to ensure independence from foreign energy sources and self-reliance from resources from other US states. No more Enron-style games. Let Californians rely on our own clean and safe resources.

G277-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.